

- A. (Affirmative basis of site selection spelled out on basis of CIA's and Clarke and Rapuano's criteria - about 300-500 words.)
- B. Opponents of locating the CIA headquarters installation at Langley have offered the following major arguments:
  1. It would not be good planning.
  2. It is opposed locally.
  3. It would overburden existing or immediately contemplated facilities for private automobile access.
  4. It would accelerate population growth in Fairfax County, to such an extent as to interfere with orderly development.
  5. The site does not offer "adequate facilities" (other than private automobile access) - specifically, water, sewerage, power, telephone, and public transportation.
- C. CIA's replies to these arguments are:
  1. The planning agencies which have considered the question (and they comprise all such agencies even remotely affected) have presented views so diverse that a layman must find it difficult to determine what "good planning" is. The planning agency most directly concerned (Fairfax County Planning Commission) and those committed by law to a broad viewpoint (MCPC and MCRPC) have approved the site selection. Adjacent governmental organs (the Boards of Supervisors of Fairfax and Arlington Counties and the City Council of Falls Church) have also approved the site selection. It is significant that the City of Alexandria and the Upper Montgomery Planning Commission were not so concerned with the "planning" shortcomings of the Langley site as they were with presenting alternative sites within their respective jurisdictions. (APPENDIX A)
  2. A small but vociferous group of persons residing near the proposed site have opposed the location. This group circulated a petition which was signed by 700 opponents. Another petition, circulated privately in the same area, was signed by 2,600 residents who favor CIA at Langley. Representative Broyhill, in a public opinion sampling, found that 74 per cent of Fairfax County residents and 78 per cent of Langley's "neighbors" (Draneville District) favor CIA at Langley.
  3. As the attached chart (APPENDIX B) demonstrates, the bulk of CIA's private automobile traffic is expected, on the basis of present residence locations, to use the extended George Washington

Memorial Parkway. Additions to traffic on the other roads serving Langley will not be major, relative to existing traffic on these same roads. Any site in Virginia (and CIA's own requirements restrict site selection to Virginia) faces the problem of Potomac River crossings. CIA's addition to crossing traffic will be more than equaled by the increased capacity to be provided by the Constitution Avenue bridge, and CIA's traffic movement will be against the major traffic flow, both morning and evening. Public statements by various members of the major planning bodies are attached (APPENDIX C). On reading these statements, it is difficult to avoid the conclusion that many of the complaints that CIA will aggravate the traffic problem, and that the Federal Government should, therefore, provide an expensive road net, are motivated by considerations that have little connection with CIA or Langley, but are directed at the realization of (perfectly laudable!) aspirations for which CIA is thought a convenient vehicle.

4. It is the opinion of CIA's consultants, Clarke and Rapuano, concurred in by CIA, that there will be no substantial migration of its employees to the neighborhood of Langley. Of all the sites considered, Langley is the most conveniently accessible to the bulk of CIA's employees, and, therefore, the least likely to engender change of residence. CIA's employees are presently residing in areas of their choice which they find conveniently accessible to 2430 E Street. Those living in Virginia will be closer to Langley. Those living in areas of Maryland and Northwest D. C., served by the Key and Chain Bridges, will be closer to Langley. Those who cross the Memorial (or Constitution Avenue) Bridges will add only 10-15 minutes to their commuting time, and that along a fast, pleasant parkway. These are cogent arguments to support the conclusion that relocation of personnel will be minimal. Opponents of Langley frequently endorse the mutually exclusive views that CIA at Langley will require an extensive new road net (implying that our employees will remain at their present locations) and that Fairfax County will experience a great influx of these same employees. It is noteworthy that the planning agency directly concerned (Fairfax County Planning Commission) and the governmental organ that must cope with any "problems" CIA may bring (Fairfax County Board of Supervisors) have both endorsed CIA's locating at Langley. The detailed report of the Planning Commission clearly states the factual situation and is relatively free of random speculation; it has been endorsed without qualification by the Board of Supervisors (APPENDIX D).
5. All needed facilities, completely adequate to CIA's needs, have been promised by the public authorities or public utilities concerned, specifically:

- a. Water will be supplied by the City of Falls Church.
  - b. Sewage disposal will be supplied by Fairfax County.
  - c. Telephone, electric light and power will be supplied by public utility corporations serving the area.
  - d. Public transportation will be supplied by one or both bus lines serving the general area, as may be determined by the Virginia State Corporation Commission.
- D. CIA's affirmative reasons for desiring to locate at Langley have been offered in A. Opponents' views have been summarized in B and answered in C. We submit that the weight of the evidence favors Langley as the location for the new CIA headquarters installation.

OUTLINE OF APPENDICES

APPENDIX A would be a "tally sheet" of planning agency votes, e. g.:

	<u>For</u>	<u>Against</u>
National Capital Planning Commission	6	5
National Capital Regional Planning Commission	5	3

APPENDIX B would be a large chart (reproduced small for attachment to this statement), showing only the Langley site, the Potomac River and bridges, George Washington Memorial Parkway from the site to Memorial Bridge (14th Street ?), Route 123 and Glebe Road, with figures and arrows showing:

Capacity (a.m. and p.m., each way ) of each facility

Present load of each facility

CIA's addition to the load

APPENDIX C would be a quotation of choice statements, taken from the record as submitted by the National Capital Planning Commission and the National Capital Regional Planning Commission.

APPENDIX D would be a copy of the Fairfax County Planning Commission's report, complete, and the minutes of the various affirmative votes of the Board of Supervisors.